were extremely poor, roads being practically non-existent and that several canals were not provided with bridges. The only metalled road in the taluk, the one leading to Alwaye, was very poorly maintained. The bridges and culverts on the road were ricketty and dilapidated. The application made by certain persons to establish a motor service between Parur and Alwaye was not granted owing to the bad state of the road. The only road in the Vadakkekara *pakuthi*, namely, the one leading to Kuriappally, was utterly neglected. It was a sort of combined road and canal. Travelling was possible along the road only in canoes. The Member prayed that the condition of the above roads might be improved.

He next pointed out that the canal connecting Cheriapalli with Puthenthode did not serve the purpose for which it was intended and prayed that the canal might be deepened.

A few of the narrower and smaller canals were provided with ladder-bridges at a limited number of crossings. Being cheap, their number could be increased at a comparatively small cost. The Member suggested that a few of such bridges might be constructed at least in all important crossings.

The ferries leading from the town to Vadakkekara and Chennamangalom respectively were inconvenient and also dangerous at times. The Member requested that the above ferries might be replaced by *pucca* bridges as early as possible.

In consideration of the persistency with which the subject had been brought up at successive sessions of the Assembly, the Member requested that his representations might receive the kind and sympathetic consideration of the Government.

*Dewan's reply.*—Noted.

**89. Improvement of the Mankulam-Munnar section of the Western Outlet road.**

*Mr. A. J. Wright* (Member, the Kannan Devan Planters' Association) said that the work appeared as a deviation line between Anakulam and Munnar and had been in progress for several years. The present representation was a plea for completion and not for improvement. The distance from Mankulam to the junction of the existing road at Kallar was 15 miles. All earthwork, culverts, bridges, etc. were completed up to 5 miles and work was being done up to the 8th mile, leaving 7 miles untouched.

The Member also pointed out the necessity for an additional ferry boat for conveying loaded carts across the Periyar river and said that the existing boat was unserviceable and needed repairs and that there was sufficient work for a second one.

Finally, the Member conveyed to the Government the thanks of his Association for the ready appreciation of the grievances of the planting community with regard to the double duty on exports of tea and for the prompt steps taken to remedy matters.

*Dewan's reply.*—The suggestions of the Member will be considered.

**90. Additional grants for the roads in the Peermade hills and repairs to a portion of the Kottayam-Kumili Road.**

*Mr. Robert Tait* (Member, the Central Travancore Planters' Association), said that he felt uncertain as to whether the Government fully realised the claims which the Kottayam–Kumili Road was entitled to from the nature of its position. Otherwise, it would always have been kept in a state of thoroughly good repair. There were two sections of the road, namely, the portion between the 35th and 38th miles and also the portion in the neighbourhood of Vandiperiyar. The latter portion was reported to be under repair. The present condition of the former was extremely bad and, unless it received immediate attention, it would, in the near future, become useless for traffic. The Member, therefore, requested that the entire length of the road might receive the attention of the Government at the earliest possible moment.



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The Member next referred to the Cardamom Hills and Glenmary roads. Both the roads were branches of the Kottayam–Kumili road and they linked up the Tea Estates with the Main road. For many years past, the Government had granted Rs. 184 per mile for the upkeep of the roads and the Planters were subscribing Rs. 200 per mile for the same purpose. At the end of 1916, it was found that the planting community had spent not only Rs. 200 per mile but a further amount, totalling to over Rs. 2,000. During 1917, the planters had decided to increase their subscription beyond Rs. 200 per mile and also to an extent necessary to pay off the above mentioned over-expenditure. Since the amount of the Government grant was fixed, the traffic over the roads increased by at least 50 per cent. From last March, the export duty paid by the Estates of Peermade would exceed a lakh of rupees per annum. In consideration of the above facts, the Member prayed that the Government grant for the upkeep of the two roads might be substantially increased.

*Dewan's reply.*—Noted.

The Assembly adjourned at 5 P. M.

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